

**MINUTES OF A REGULAR MEETING
OF THE CHULA VISTA SAFETY COMMISSION**

**January 10, 2008
6:00 p.m.**

**Community Room
Chula Vista Police Department Headquarters**

CALL TO ORDER

Meeting called to order at 6:05 p.m.

1. Roll Call:

Present: Chair Liken; Commissioners Cochrane, Caudillo, Moriarty, Navarro, and Rosario

Absent: Vice Chair Perrett

Also present: Frank Rivera, Principal Civil Engineer; Jim Newton, Sr. Civil Engineer; Patrick Moneda, Associate Engineer; Officer Ryan Mullen; and Florence Picardal, Recording Secretary

2. Pledge of Allegiance/Silent Prayer

3. Opening Statement

Opening statement read by Chair Liken. Chair Liken made a few revisions to the statement and the new statement will be distributed at the next meeting.

4. Approval of Minutes

Minutes for November 8, 2007 meeting were unavailable.

5. Safety Commission Attendance Report

No action taken.

6. Oral Communications

None.

MEETING AGENDA

7. Introduction of Newly Appointed Commissioner Rodney Caudillo

Chair Liken introduced new Commissioner, Rodney Caudillo, who was sworn in this month. Commissioner Caudillo made a few introductory remarks.

8. Safety Commission Chair Comments

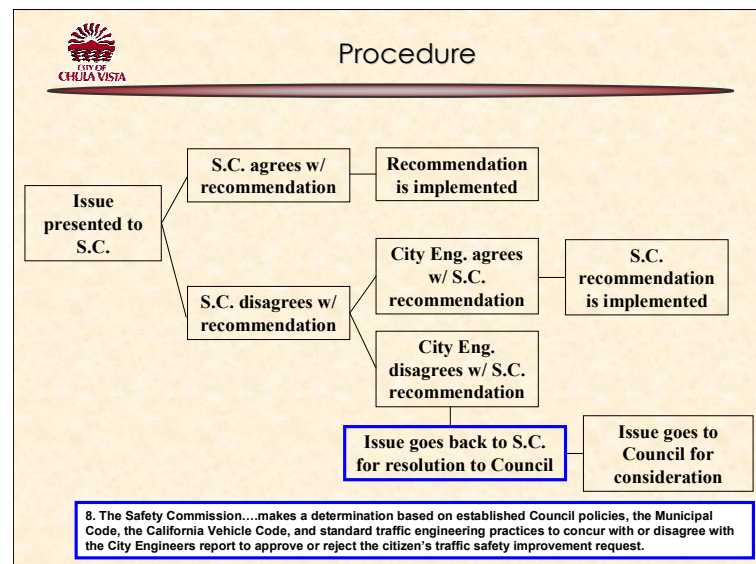
Chair Liken thanked everyone who voted for him as Chairperson. He distributed copies of the "Safety Commission Meeting Order of Progression" and excerpts from the City's Boards and Commissions handbook. He gave a brief presentation on how he would be conducting the meetings. He requested a timer be available on the projection screen. He stated he will be following the "Robert's Rules of Order" very closely.

9. Report on Request for an All-Way Stop at the Intersection of Oleander Avenue and Tamarack Court

At the November 8 hearing, the Safety Commission voted to recommend the installation of the all-way stop. For procedural reasons, this item is again before the Safety Commission for consideration. Should the Safety Commission still believe the all-way stop be installed, the Commission must make their recommendation in the form of a resolution specifically citing reasons for the recommendation.

Sr. Civil Engineer Newton went over Chula Vista Municipal Code (CVMC) §2.44.020 and Council Policy 110-09(A)(8)(c). CVMC §2.44.020 states that four members must be present and a majority vote is needed. Council Policy 110-09(A)(8)(c) explains the duties of the Safety Commission and states that “after careful consideration and study by the members, both individual and collectively, the Safety Commission shall make appropriate recommendations by resolution to the City Council.” He stated the City Council has delegated authority to the City Engineer with review by the Safety Commission on traffic control measures. Unless the Safety Commission objects to the proposed action by the City Engineer (or by staff), the City Engineer’s actions are final. If both Safety Commission and City Engineer agree, the recommendation is implemented. If there is disagreement, the Safety Commission resolution must go to Council. Explanation continued with procedures for public inquiry, that the Safety Commission will make their determinations based on Council Policy, Municipal Code, Health and Vehicle Code, and standard traffic engineering practice. He stated when writing the resolution, to be very aware of those four points and the resolution must be based on one of those four items. He stated that staff has always been consistent with Council Policy, Municipal Code and California Vehicle Code.

Sr. Civil Engineer Newton stated an information item needs to be sent to the City Council after Safety Commission meetings with a summary of action taken. Commissioner Moriarty asked if citizens could bring an item to Council if the Safety Commission agrees to not take any action on a particular item. Sr. Civil Engineer Newton stated yes. He presented a flow chart (below) of what actions need to be taken.



He reiterated that the City’s Attorney’s office would like the findings to be very specific. The Powerpoint presentation was available for reference.

Staff Recommendation: Safety Commission concur with staff’s recommendation to deny the installation of all-way stop control at this intersection and approve the installation of the following:

- stop signs for eastbound and westbound traffic complete with limit lines and “STOP” legends
- red curb on Oleander Avenue, south of Tamarack Court and Street, for a distance of 25’.
- red curb on east side of Oleander Avenue north of Tamarack Court for a distance of approximately 160’.

Commission Discussion: Chair Liken stated the Commission would need staff guidance. He stated the Commission receives public comment and turns that into something that has weight. Staff is good at numbers and creating reports. The Commission deciphers those numbers and takes the public’s comments and concerns into perspective and makes a recommendation. Chair Liken asked about a trial traffic regulation. Sr. Civil Engineer Newton stated a trial traffic regulation is something that would be installed for a short duration and for a specific amount of time so that it can be studied. Principal Civil Engineer Rivera stated traffic measures can be implemented on a trial basis under actual traffic conditions, but have to stay within the requirements of the Municipal Code and Vehicle Code.

Commissioner Cochrane stated, in this particular case, the strongest point is the lack of sight distance. He visited the intersection again and noticed if vehicles were parked on the east side, it drastically limited the sight distance. The variable parking conditions drastically limit the sight distance coming up over the rise from south of Oleander. He also noticed that there was a pine tree blocking sight distance of the northbound traffic coming to the south on Oleander.

Commissioner Moriarty agreed and stated that parking is a problem in that neighborhood. Sr. Civil Engineer Newton added that another thing to consider is the history of speeding along Oleander. Speeding and sight distance issues may be strong enough to go against the warrant system.

Principal Engineer Rivera stated this item has been before the Safety Commission many times. Staff has tried over the years to implement certain traffic control devices. He added the Commission has heard from the residents over the years many times, tried different things and as a normal progression of ramping up to do things on this street, here we are. The Commission can take into consideration this is not the first time and in light of that, this is one of those locations where it doesn't quite meet the policies and a solution needs to be found. The Commission, taking all the factors into account, will then be able to make a recommendation. If you look back at previous meeting minutes, certain items will always come up - sight distance, speeding, merging, difficulty backing out of their driveways, etc.

Chair Liken asked that when this item is presented to Council, someone from the Commission should be present. He stated the Council packets are extremely large and Council members try to go through and look for bullet points and recommendations. They usually don't go through all the facts of the reports and suggested the Safety Commission recommendation be tailored to that and rely on being present at the Council meeting to emphasize the reasons going against staff's recommendation.

Discussion ensued and the Commission agreed on these specific findings for the resolution:

1. On October 19, 2007 a resident of Tamarack Court requested an all-way stop control be installed at the intersection of Oleander Avenue and Tamarack Court.
2. Staff performed an all-way stop control warrant study at this intersection, per Council Policy #478-03 and presented reports to the Safety Commission at the regular meetings of November 8, 2007 and January 8, 2008.
3. Since this intersection did not meet the requirements warranting an all-way stop control, staff's recommendation was to deny the request to establish all-way stop control at this intersection.
4. The Safety Commission has taken testimony from the public on 11/08/01, 9/08/05, 10/13/05, 12/08/05, 10/11/07, and 11/8/07, on traffic concerns along the 1600 block of Oleander Avenue.
5. There has been a history of speeding, most recently with an 85% speed of 12 mph above the posted speed limit.
6. The residents have expressed strong desire for the all-way stop.
7. Several traffic control measures have not resolved the speeding issue.
8. Existing sight distance is below recommended standards and further degraded by fluctuating on-street parking conditions.
9. Based on the above, the Safety Commission finds that an all-way stop is warranted at the intersection of Oleander Avenue and Tamarack Court/Street.
10. On November 8, 2007, the Safety Commission agreed with the concerned residents present at the public hearing and voted to establish the requested all-way stop control at this location.

MSC (Rosario/Moriarty) to not concur with staff recommendation and approve Safety Commission Resolution No. 2008-001:

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF
CHULA VISTA RECOMMENDING THAT CITY COUNCIL REVIEW
THE ALL-WAY STOP CONTROL AT THE INTERSECTION OF
OLEANDER AVENUE AND TAMARACK COURT/STREET AND
ORDER THE INSTALLATION OF AN ALL-WAY STOP CONTROL
AT SUCH INTERSECTION

Motion carried 6-0-1, Perrett absent.

10. Report on Request for an All-Way Stop at the Intersection of Lakeshore Drive and Hartford Street

At the November 8 hearing, the Safety Commission voted to recommend the installation of the all-way stop. For procedural reasons, this item is again before the Safety Commission for consideration. Should the Safety Commission still believe the all-way stop be installed, the Commission must make their recommendation in the form of a resolution specifically citing reasons for the recommendation.

Staff Recommendation: Safety Commission concur with staff's recommendation to deny the installation of an all-way stop control at the intersection of Lakeshore Drive and Hartford Court.

Commission Discussion: Chair Liken asked if there was anyone no longer in agreement with the previous Safety Commission recommendation. Everyone stated they were in agreement with the previous Safety Commission recommendation.

There was extensive discussion regarding the installation of crosswalks and ramps with the all-way stop. It was agreed that a single resolution would be written for the installation of an all-way stop only (with no discussion of crosswalks and ramps).

Discussion ensued and the Commission agreed on these specific findings for the resolution:

1. On September 11, 2007, a request to install an all-way stop control at the intersection of Lakeshore Drive and Hartford Street was received by City Engineering staff.
2. Staff performed an all-way stop control warrant study at this intersection, per Council Policy No. 478-03, and presented reports to the Safety Commission at their regular meetings of November 8, 2007, and January 8, 2008.
3. Since this intersection did not meet the requirements warranting an all-way stop control, staff's recommendation was to deny the request to establish all-way stop control at this intersection.
4. The Safety Commission took testimony from the public in August 1996, October 10, 1996, and November 8, 2007, on traffic concerns along Lakeshore Drive in the vicinity of Hartford Street.
5. The residents have reported an inability for pedestrians to safely cross Lakeshore Drive to use the recreational facilities.
6. Traffic volume along Lakeshore Drive has drastically increased from 3,765 vehicles per day in 1996 to 9,768 vehicles per day in 2007 (an increase of over 250 percent).
7. A similar intersection at Lakeshore Drive and Creekwood Way is currently an all-way stop controlled intersection with no reported accidents within the past six years compared to two reported accidents at Lakeshore Drive and Hartford Street within the same time period.
8. Based on the above, the Safety Commission finds that an all-way stop is warranted at the intersection of Lakeshore Drive and Hartford Street.
9. On November 8, 2007, the Safety Commission agreed with the concerned residents present at the public hearing and voted to establish the requested all-way stop control at this location.

MSC (Moriarty/Rosario) to not concur with staff recommendation and approve Safety Commission Resolution No. 2008-002:

RESOLUTION OF THE SAFETY COMMISSION OF THE CITY OF CHULA
VISTA RECOMMENDING THAT CITY COUNCIL REVIEW THE ALL-WAY
STOP CONTROL AT THE INTERSECTION OF LAKESHORE DRIVE AND
HARTFORD STREET AND ORDER THE INSTALLATION OF AN ALL-WAY
STOP CONTROL AT SUCH INTERSECTION

Motion carried 6-0-1, Perrett absent.

11. Traffic Engineering CIP Project Update – January 2008

Senior Civil Engineer Newton gave a brief summary. He stated the Engineer for Traffic CIPs has now moved on to the Design Section (located at another City facility). The traffic signal installation project at Brandywine Avenue/Sequoia Street has been awarded and should be under construction soon. The crosswalk enhancement at Naples Street by Harborside Elementary School has been delayed and should be under construction soon.

Principal Civil Engineer Rivera commented with the funding situation getting tighter at the City, staff has been actively pursuing State and Federal grant funds for our projects. The City will be receiving a half million dollars of Federal funds which will go towards school safety programs. Next week SANDAG should be approving over \$2 million for the City to use to reconstruct Broadway from C to D Street.

Chair Liken encouraged staff to update the Commission on new projects when they are in the planning stages.

12. Traffic Accident Summary, October 2007

Officer Mullen gave an update on the Police Dept. Traffic Division. He stated that everyone is healthy excluding the Sergeant who had a training accident. There are eight motorcycle officers, two DUI Police Officers, four Agents, one Sergeant, and Officer Mullen for a total of 16 officers in the division. There have been many DUI projects (grant funded) during the holiday season. Lastly, more Patrol Officers have been trained in radar and laser and are being utilized at night when motorcycle officers are off shift. Commissioner Navarro asked if traffic officers work the day shift only. Officer Mullen stated yes, except for his split shift. Commissioner Navarro asked if there are officers assigned to just DUI enforcement. Officer Mullen stated yes. There are three grant funded positions -- two Police Officers and one Agent. Chair Liken asked if there are any traffic units (in vehicles) for the evening. Officer Mullen stated the DUI officers and he are scheduled at night and their schedules are very flexible.

13. Action Summary Update

Senior Civil Engineer Newton stated everything is up-to-date. The flashing beacons on Lane/Mackenzie and Hilltop/Emerson have been installed. They have received positive feedback from residents on both locations. Officer Mullen stated he was happy to see the red flashing light on Lane/Mackenzie. He mentioned that the violation is a red light fine, not a stop sign fine, which is a minimum of \$351. It is the same violation as running a red light.

15. Potential Upcoming Safety Commission Agenda Items

- All-Way Stop at Hunte Parkway and Montecito Road
- 05/06 Accident Reports Summary
- All-Way Stop at Marbella Circle and Ridgeback Road
- "C" Street Traffic Calming, between Second Avenue and Glover Avenue

OTHER BUSINESS

16. Commissioner Comments

None.

17. Staff Comments

Principal Civil Engineer Rivera stated there is an annual Traffic Commissioner training class that is being offered and scheduled for April 19 (Saturday) in Carlsbad. Chair Liken stated this is a worthwhile workshop and recommended it to everyone.

ADJOURNMENT AT 8:18 P.M. to the next scheduled meeting of February 14, 2008.

Respectfully submitted,

A handwritten signature in cursive script that reads "Florence Picardal".

Florence Picardal, Recording Secretary